InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

First Brainstorm Session
Purpose & Need

Tampa Bay History Center

Tuesday March 7, 2016

City of Tampa Florida

InVision: TAMPA STREETCAR

TRANSFORMING TAMPA'S TRANSIT

Welcome & Opening Remarks

Jean Duncan, P.E., Director

City of Tampa Transportation and Stormwater Services Department

City of Tampa Florida

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Getting Started

Steve Schukraft, HDR

City of Tampa Florida

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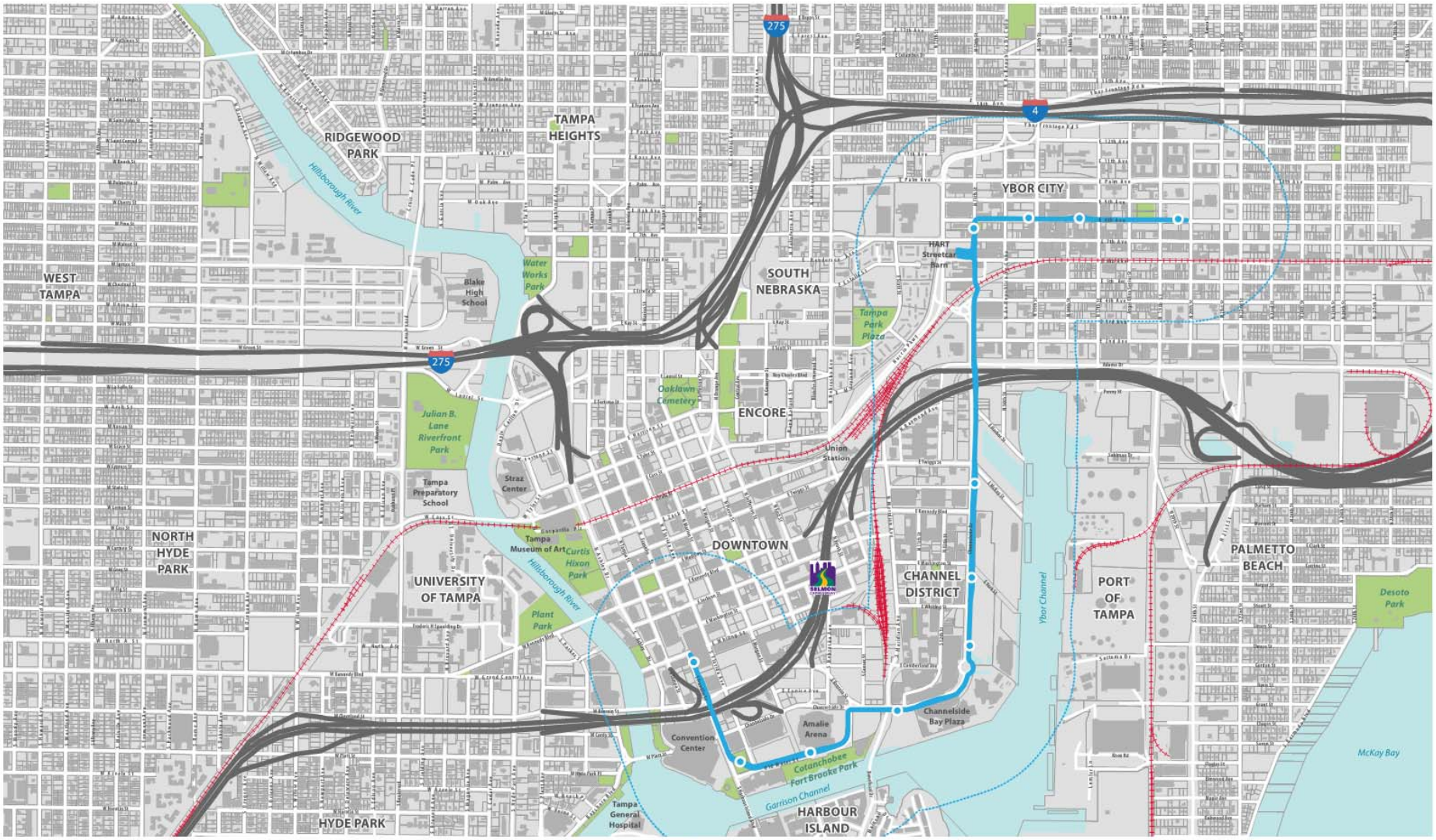
Project Basics

Steve Schukraft, HDR

City of Tampa Florida



InVision: Tampa Streetcar | City of Tampa

Existing Streetcar Line
Existing Streetcar Stop
Streetcar 1/4 mile buffer
Railroad
Building Footprint
Parcel Boundary
Parks and Cemeteries

0 0.125 0.25 0.5 Miles

NORTH

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Streetcar 101

Dave Vozzolo, HDR

City of Tampa Florida

STREETCAR IS NOT…

Light Rail, Metro-Rail or Commuter Rail

Light Rail/Metro-Rail/Commuter Rail Service

- Dedicated, exclusive right-of-way.
- Longer distances between station stops.
- Higher speeds.
- Several rail cars in a “Train”.
- Longer distances served – more oriented toward suburban to downtown travel.

Recent Streetcar Openings

- Salt Lake City Sugarhouse, December 2013
- Tucson Sun Link Streetcar, July 2014
- Atlanta Streetcar, December 2014
- Dallas Oak Cliff Streetcar, April 2015
- Charlotte City LYNX Gold Line, July 2015
- Seattle First Hill Streetcar, January 2016
- DC H Street /Benning Line, February 2016
- Kansas City Downtown Streetcar, May 2016
- Cincinnati Streetcar, September 2016

EMERGING TECHNOLOGIES…

New Autonomous Transit

Autonomous Transit Service

- Current vehicle options limited but technology is rapidly evolving.
- Can operate in mixed traffic or in exclusive guideways or travel lanes.
- Easy to flex vehicles in and out of service to meet fluctuating demand.

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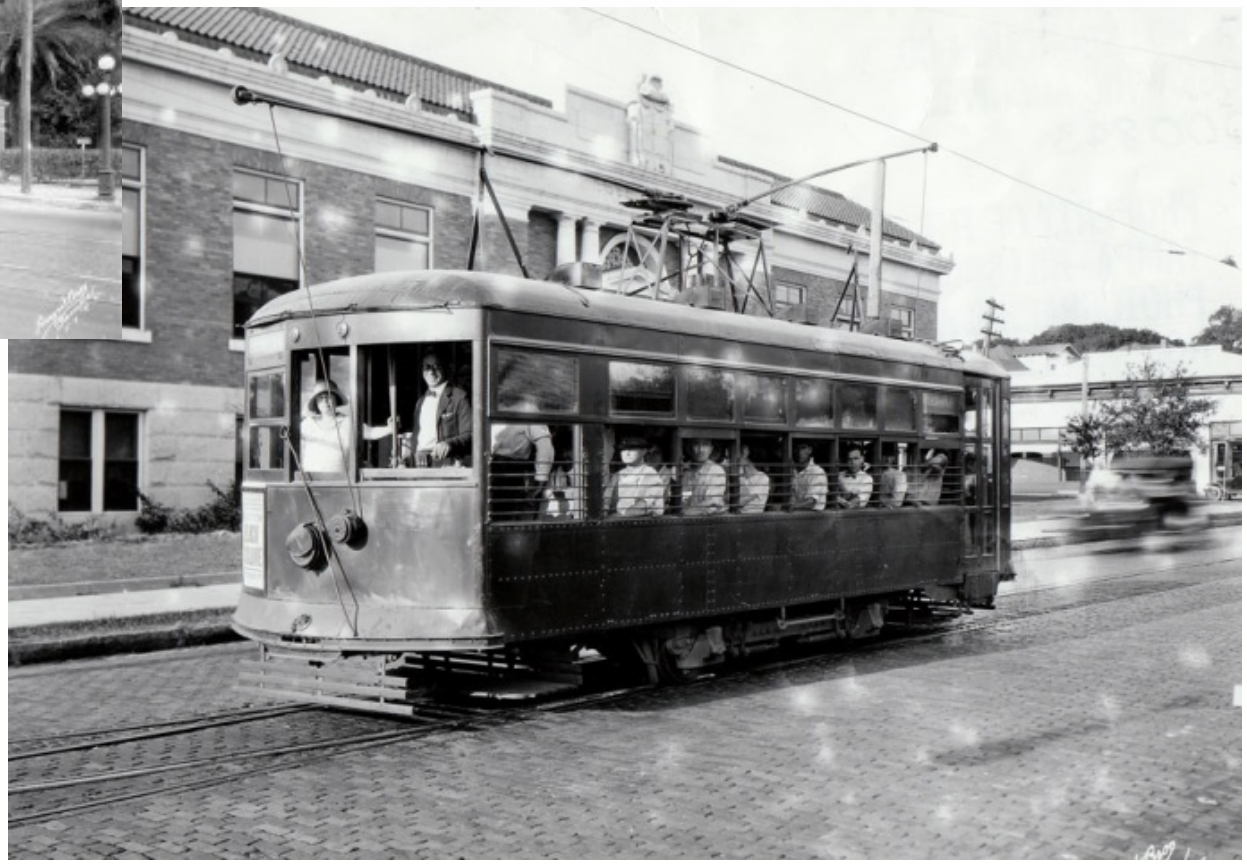
Conditions & Context

Steve Schukraft, HDR

Clarence Eng, Kimley-Horn

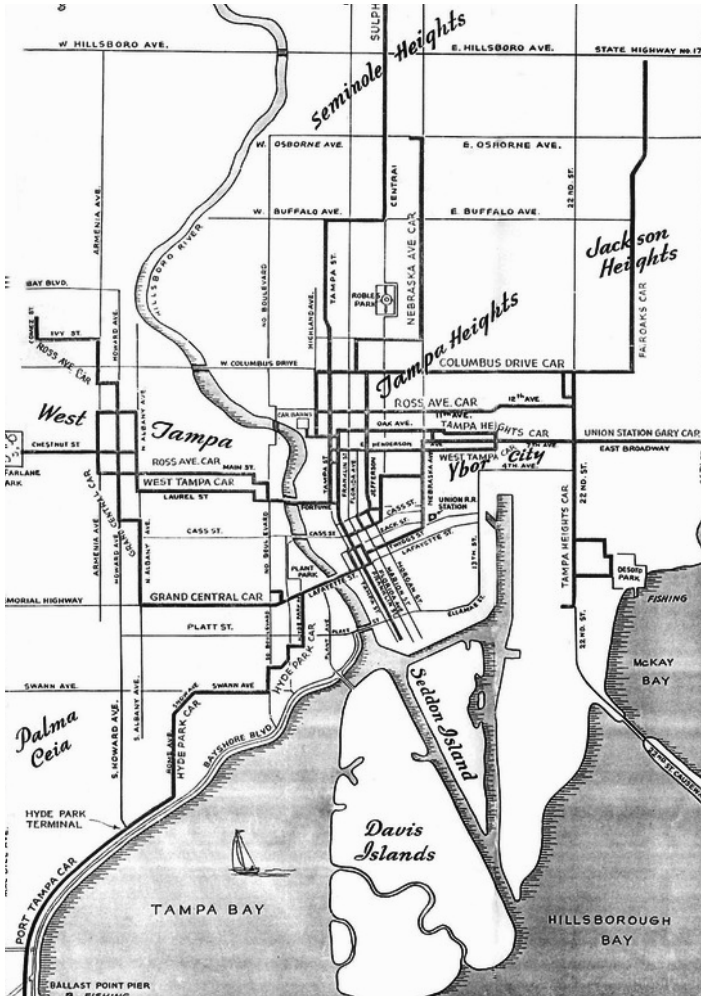
City of Tampa Florida

Streetcar Version 1.0

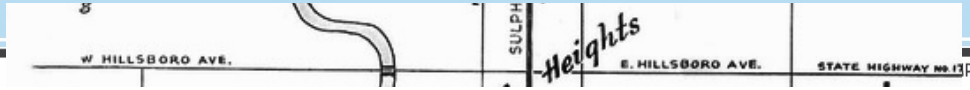


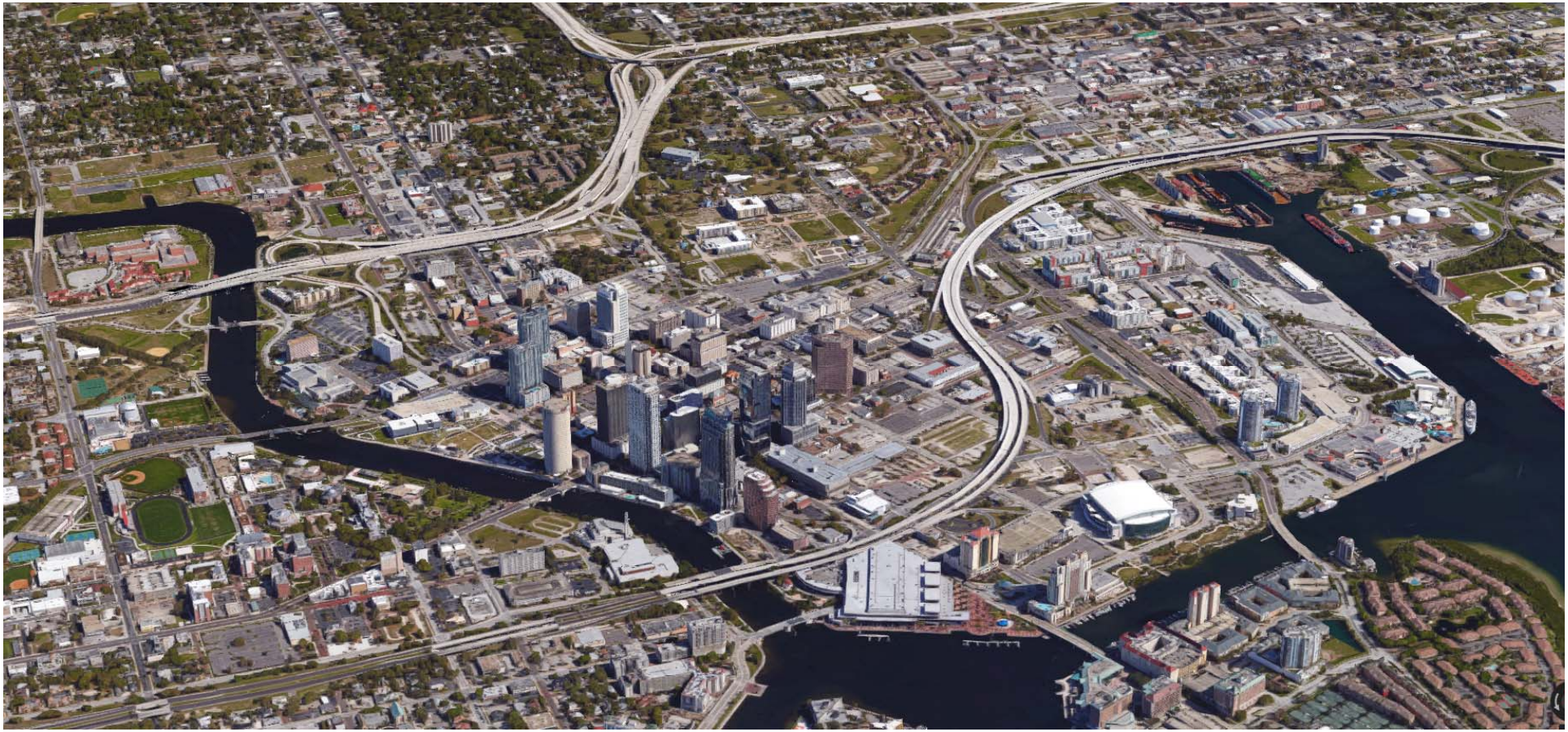
1885-1920s – Service started in 1885 with wood burning vehicles on rails connecting Downtown Tampa with Ybor City.

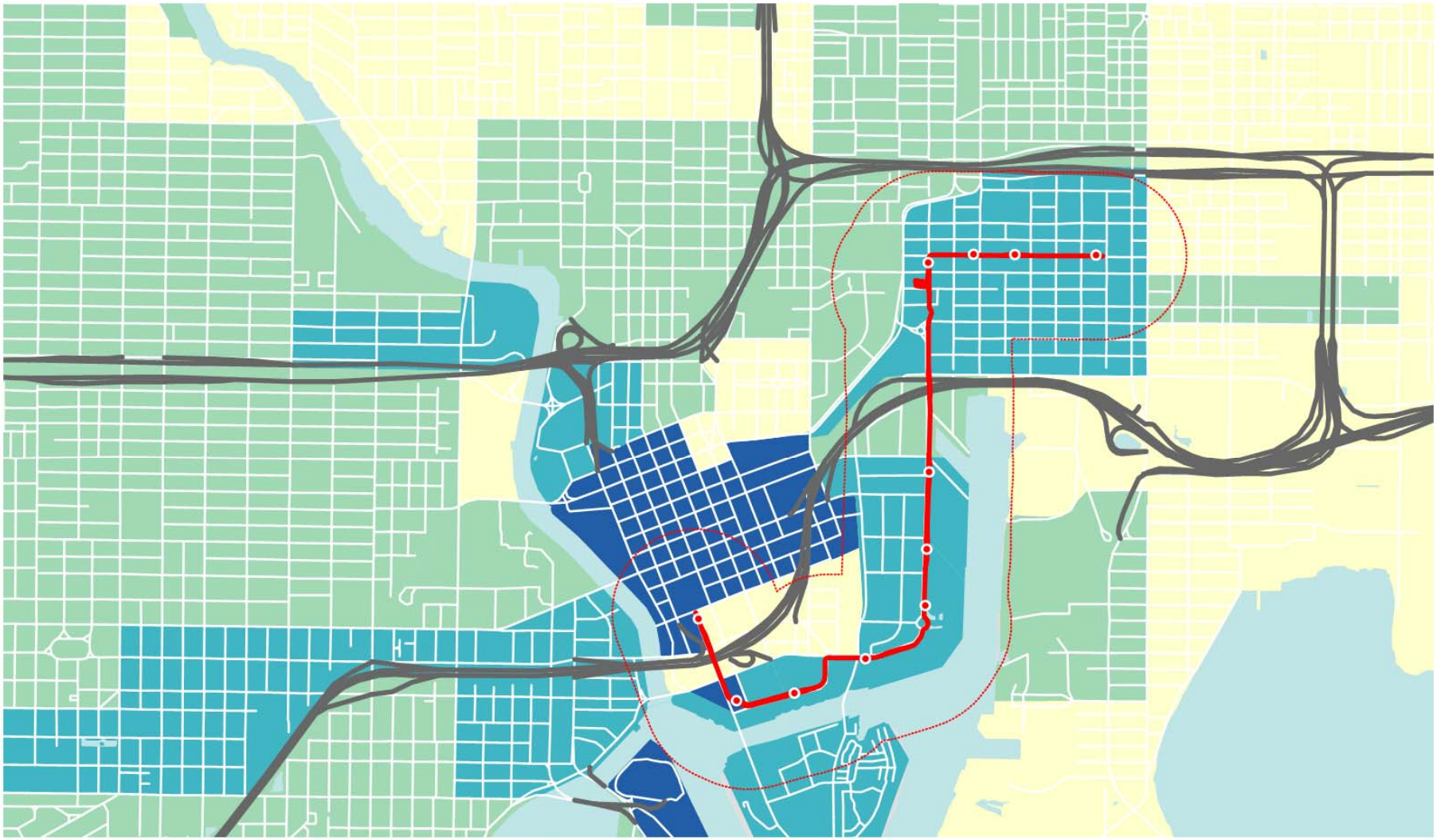
Streetcar Version 1.0



1920s to 1940s – The system served up to 24 million passengers a year, and had 190 vehicles in operation on 53 miles of track with service hours from 4:30am to 2:00am.


W. HILLSBORO AVE.
SULPH
Heights
E. HILLSBORO AVE.
STATE HIGHWAY No. 13





Activity Density 2010

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Existing Streetcar

Existing Streetcar

Streetcar 1/4 mile buffer

Activity Density

0-10

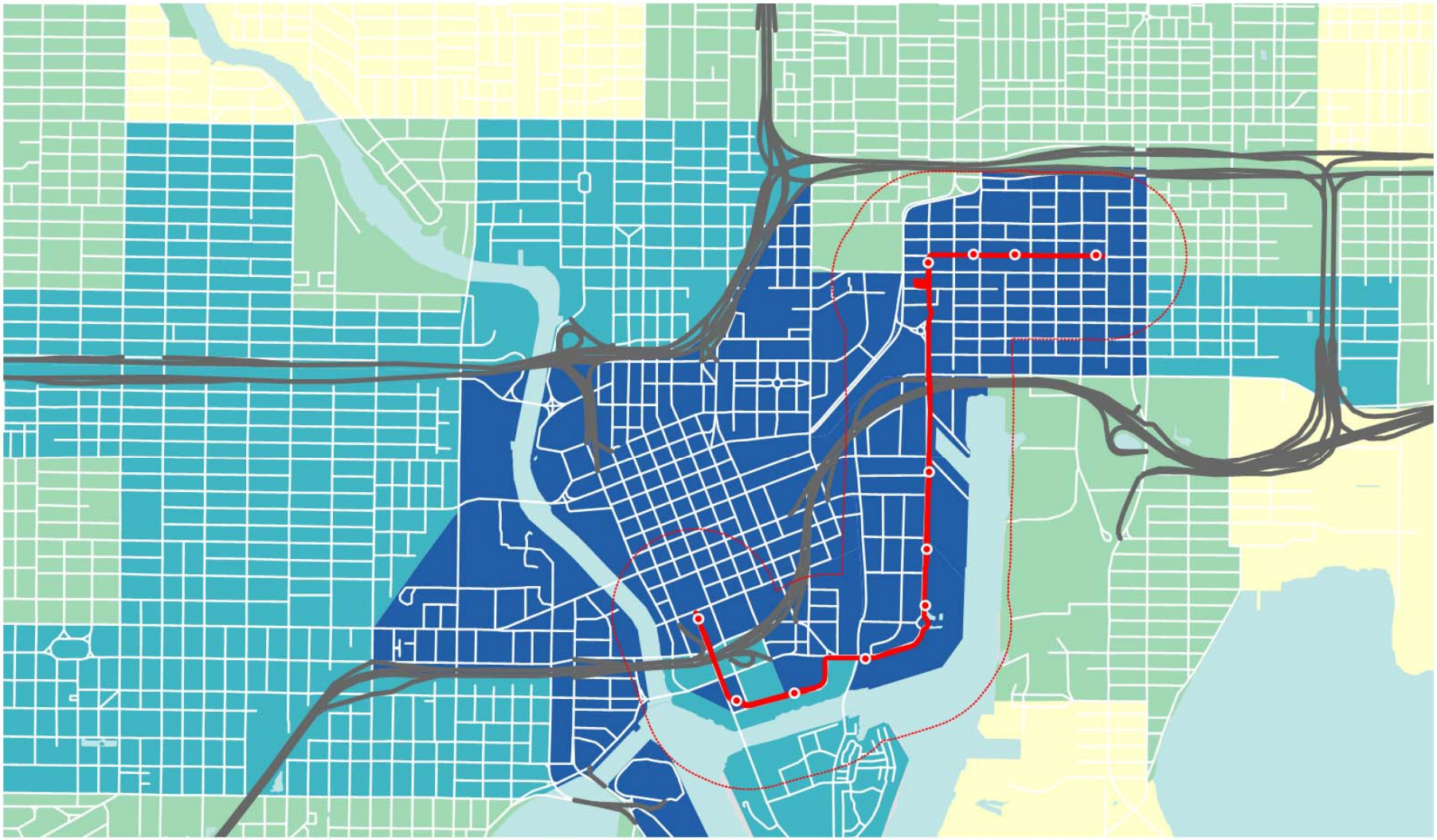
10-20

20-40

40+

0 0.125 0.25 0.5 Miles

NORTH



Activity Density 2040

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Existing Streetcar

Existing Streetcar

Streetcar 1/4 mile buffer

Activity Density

0-10

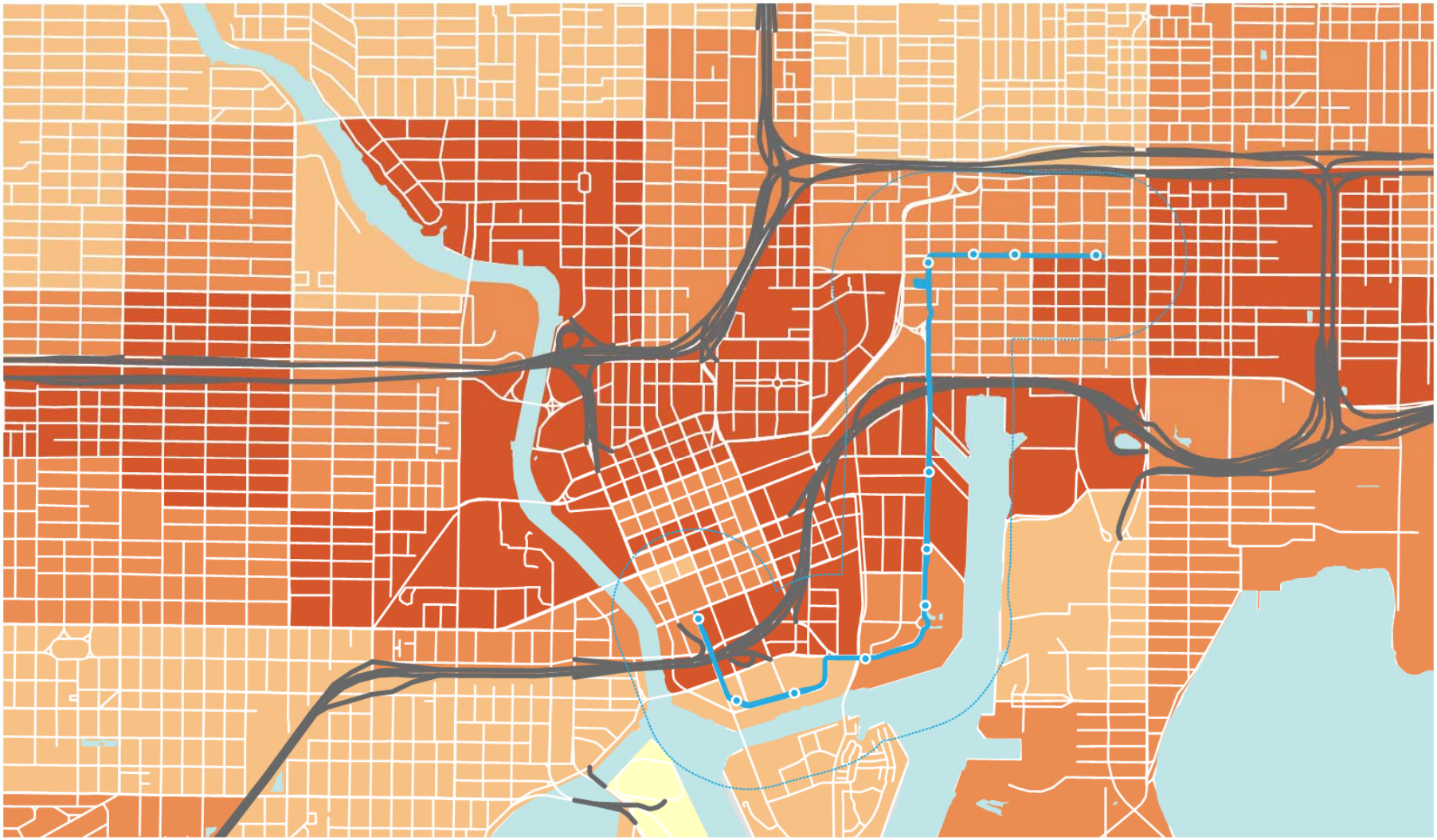
10-20

20-40

40+

0 0.125 0.25 0.5 Miles

NORTH



Activity Density Change (2010-2040)

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Existing Streetcar

Existing Streetcar

Streetcar 1/4 mile buffer

% Change in Activity Density (emp+pop/acre)

0% - 5%

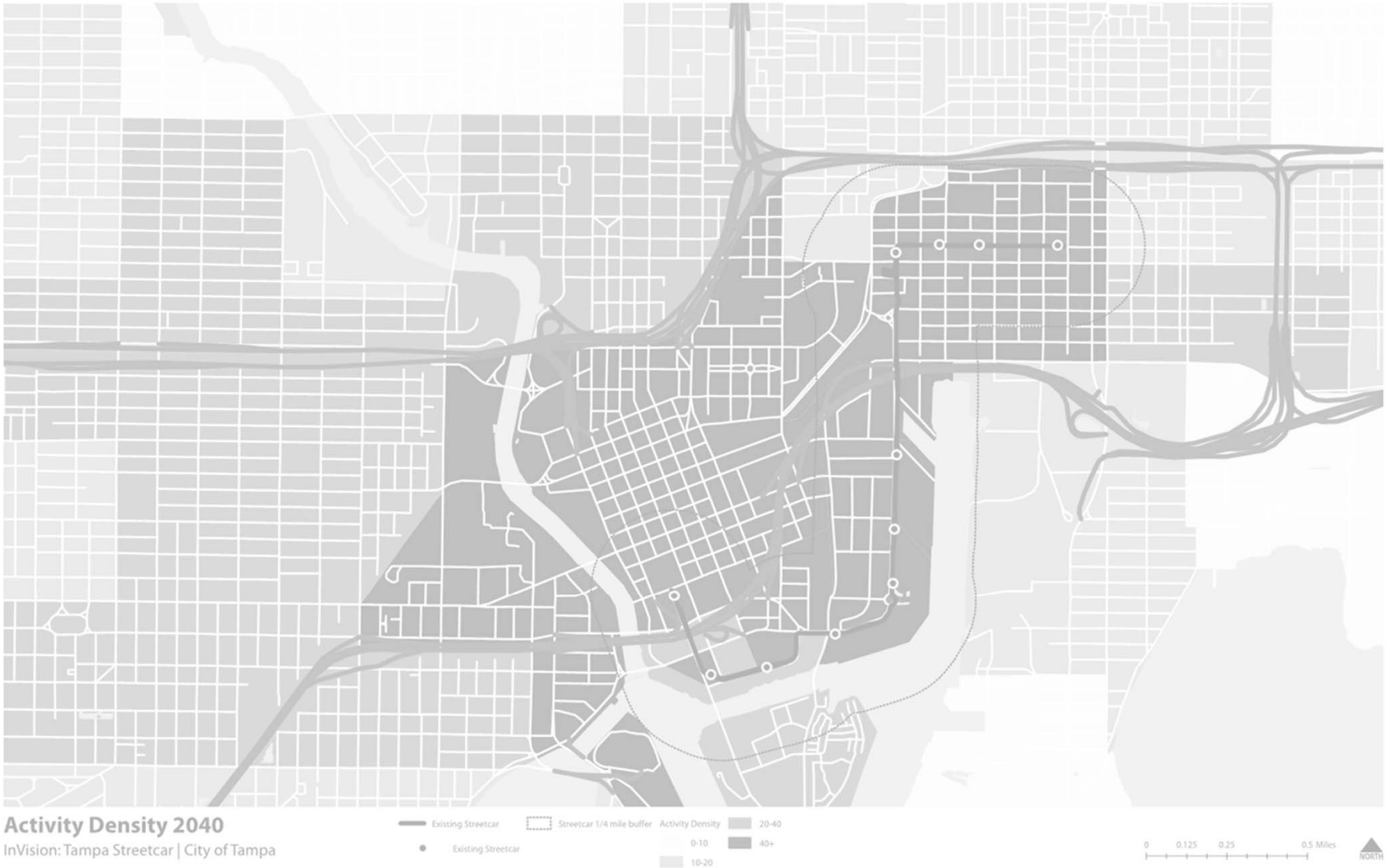
6% - 25%

26% - 100%

101% - 18402%

0 0.125 0.25 0.5 Miles

NORTH



Activity Density 2040

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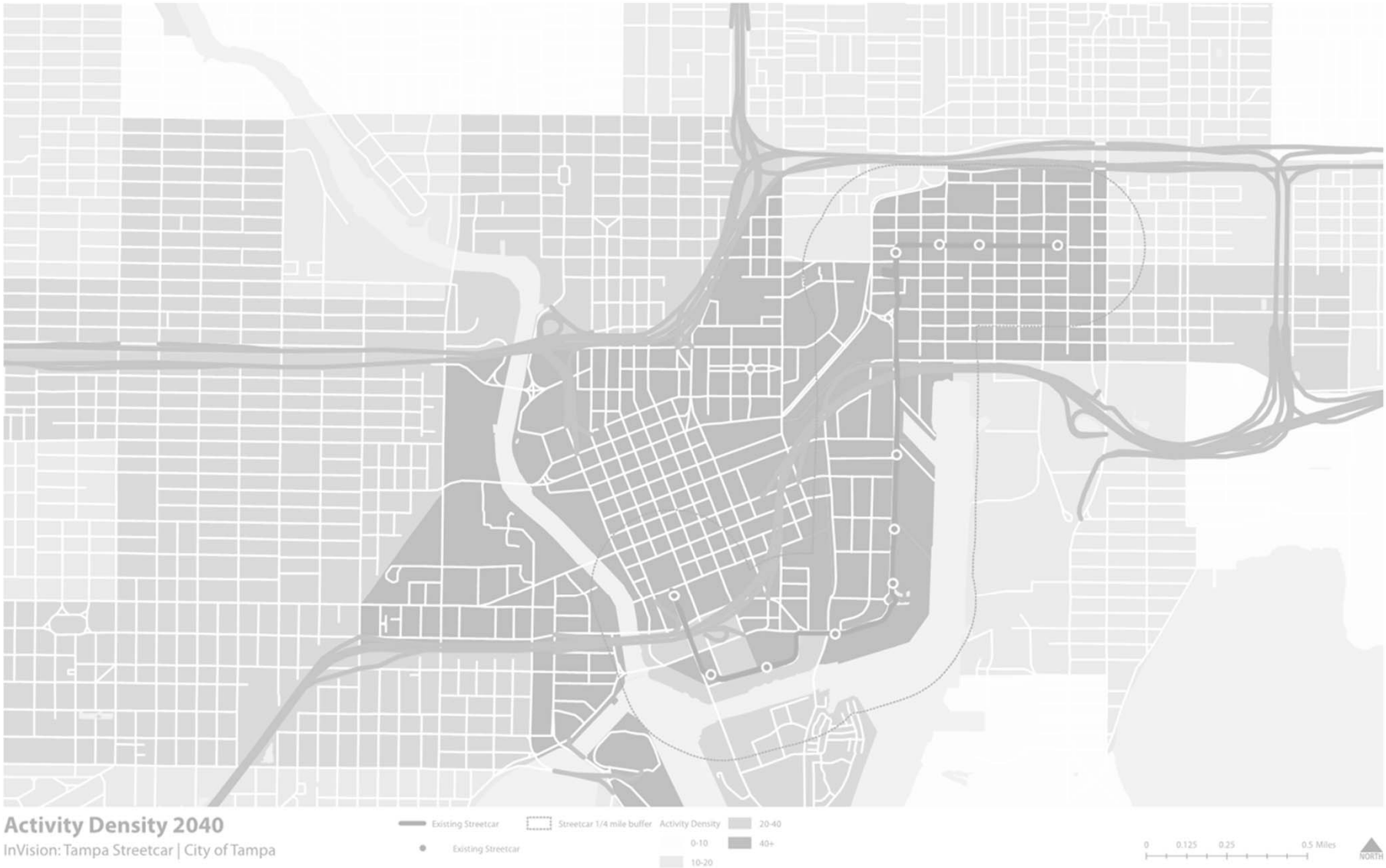

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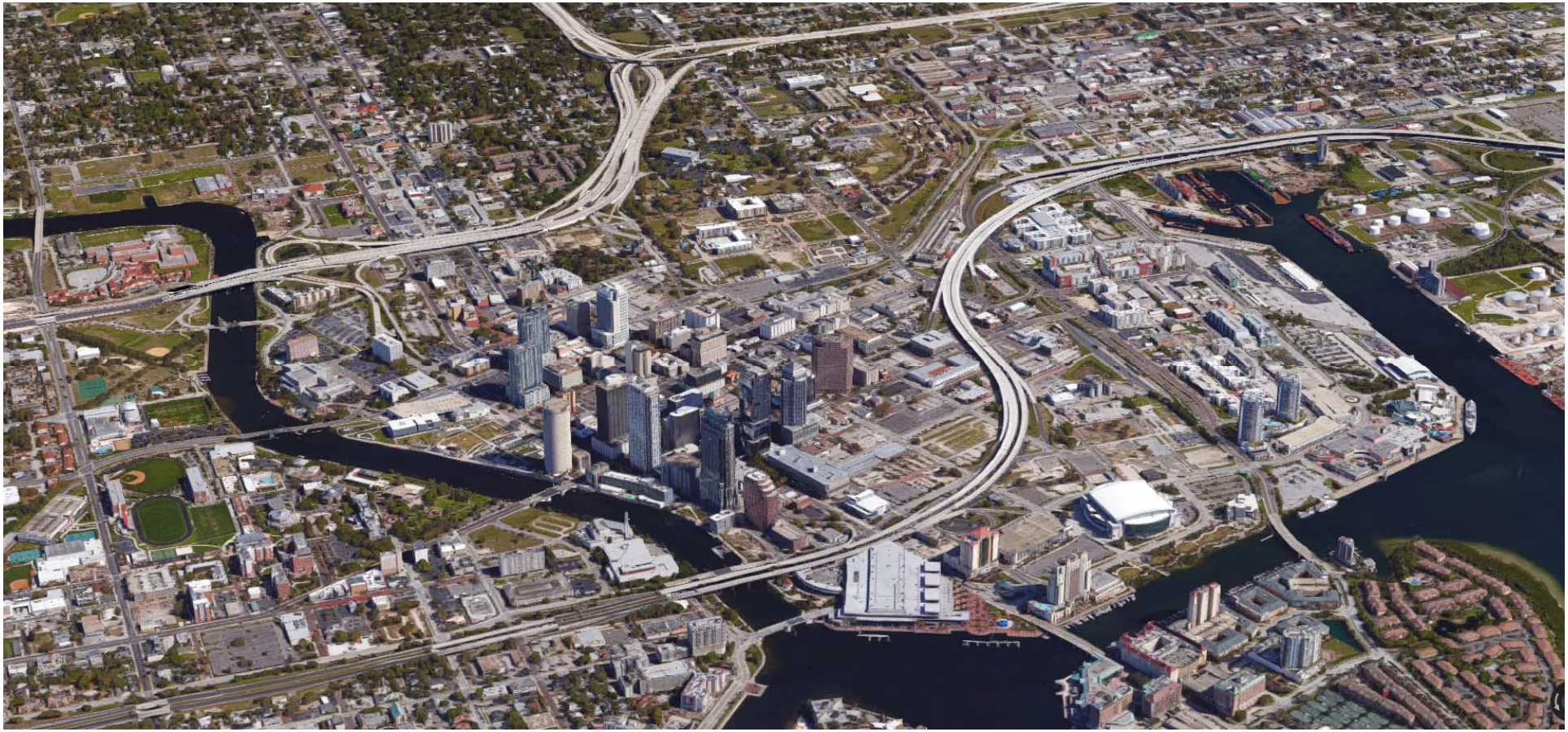

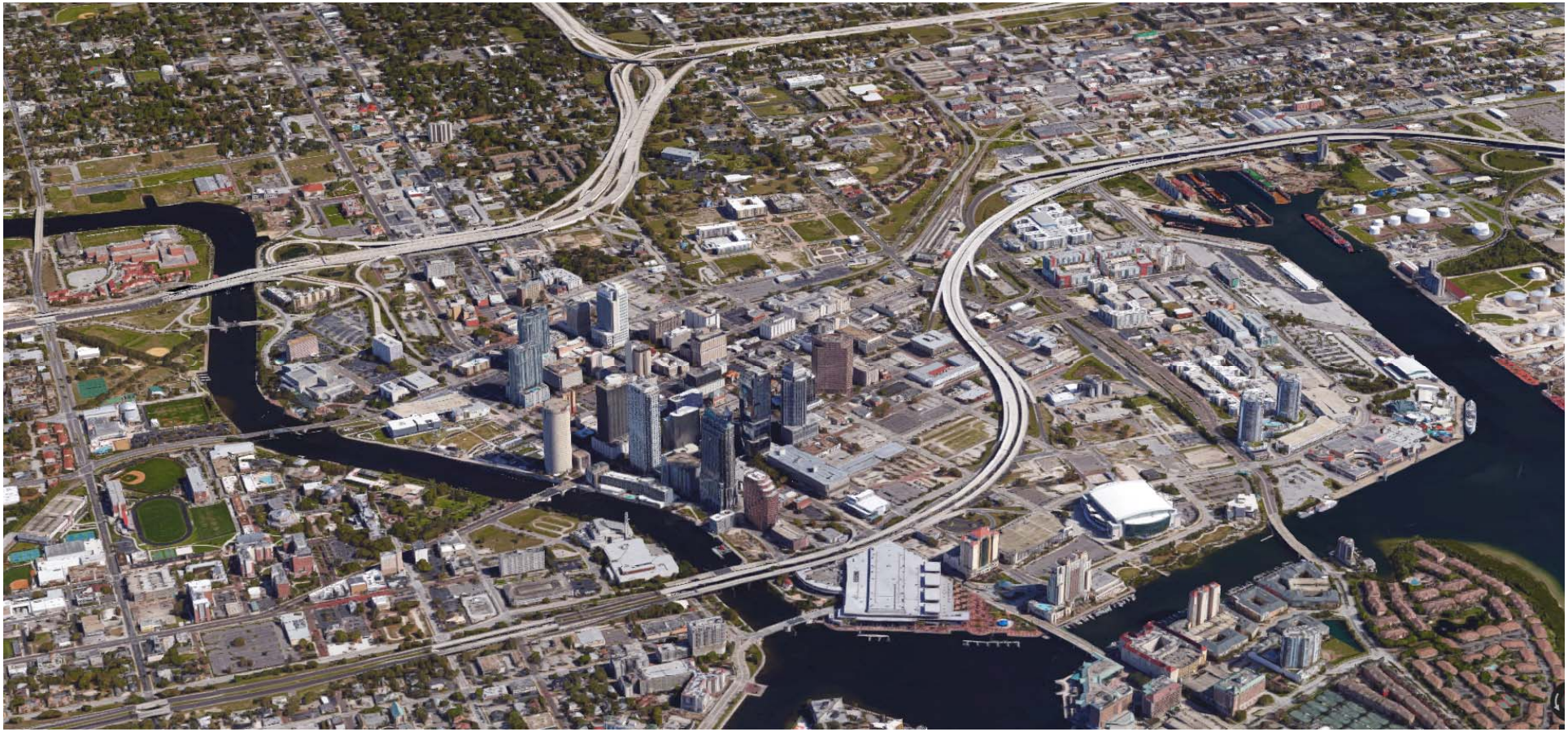

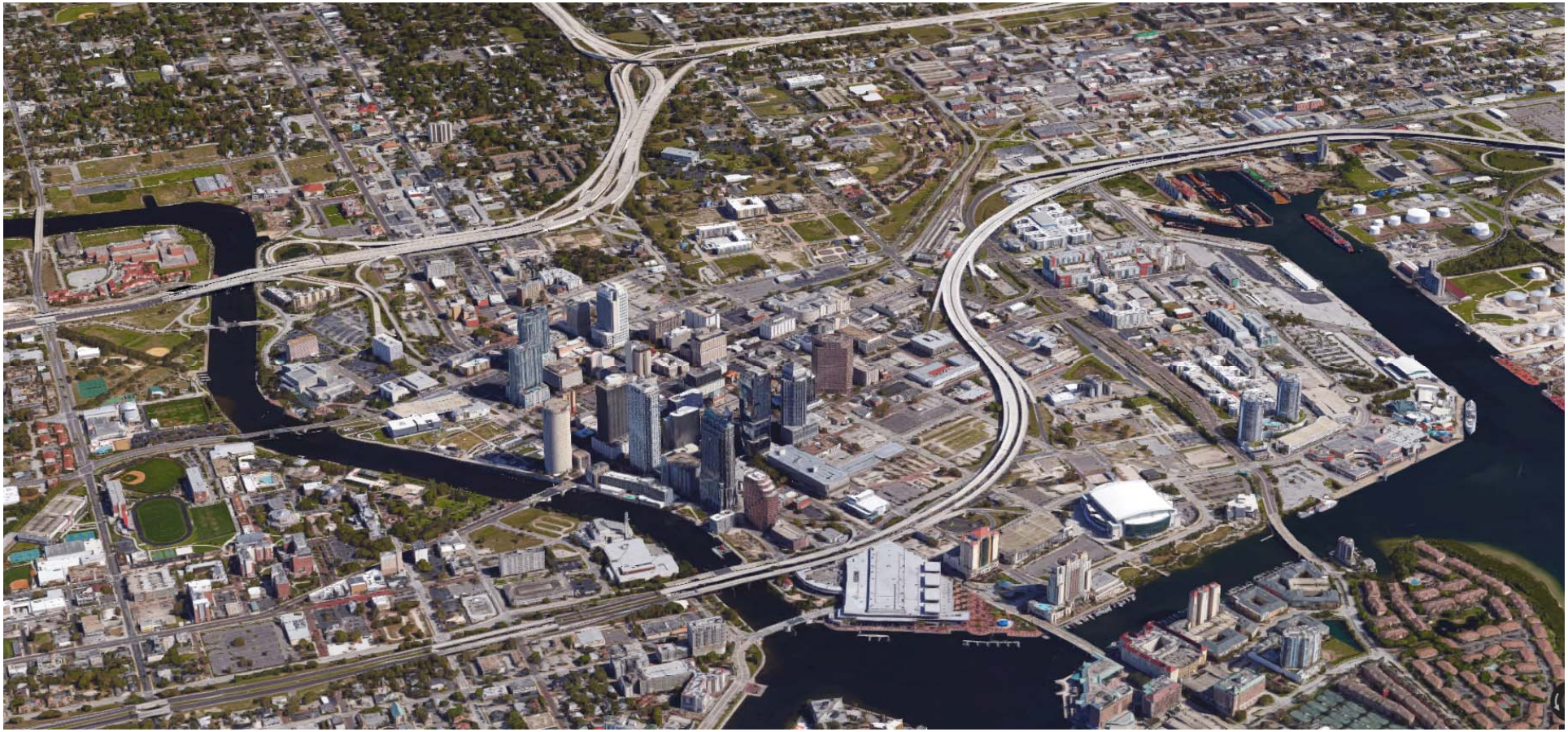

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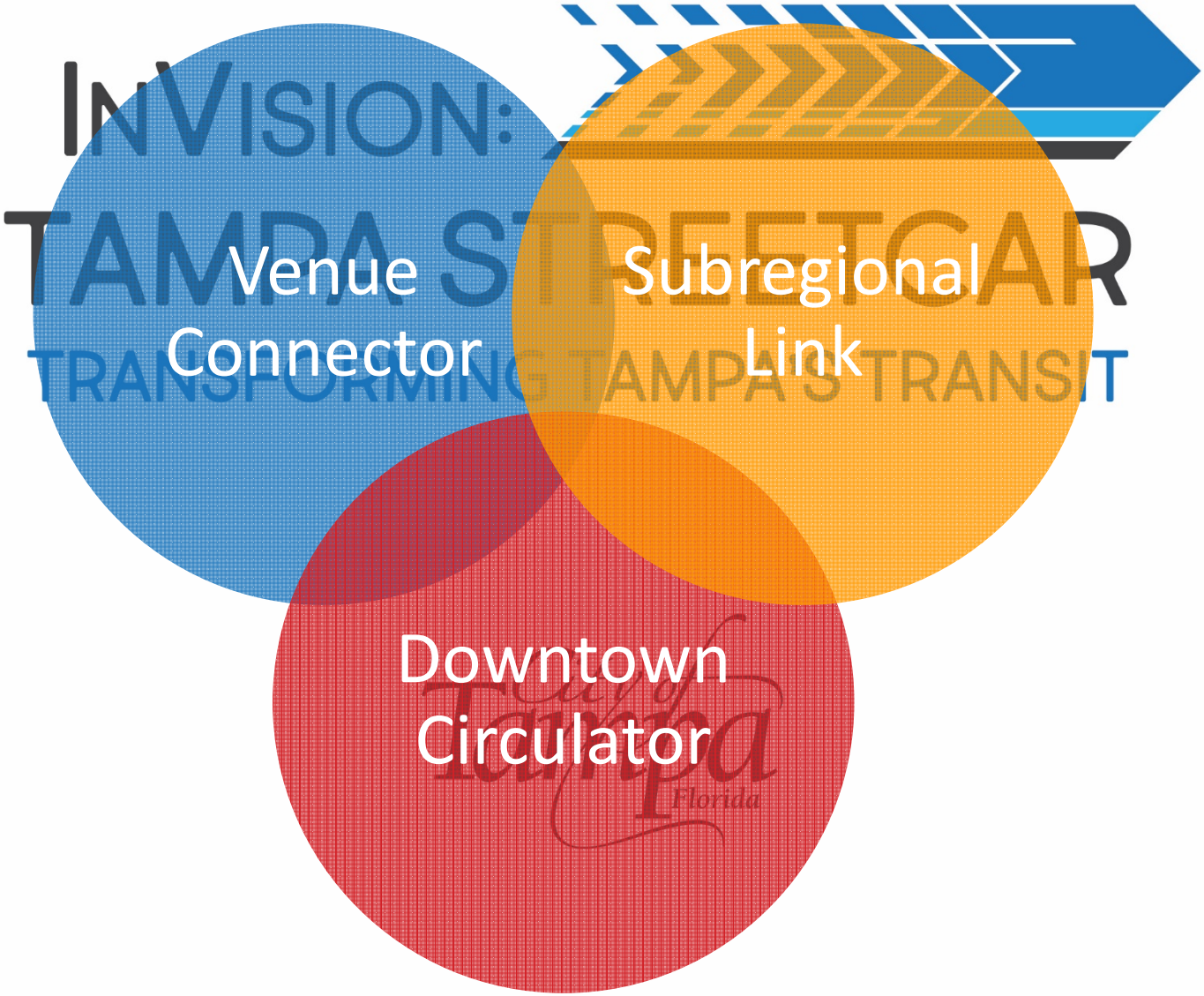
Concepts for the Future

Steve Schukraft, HDR

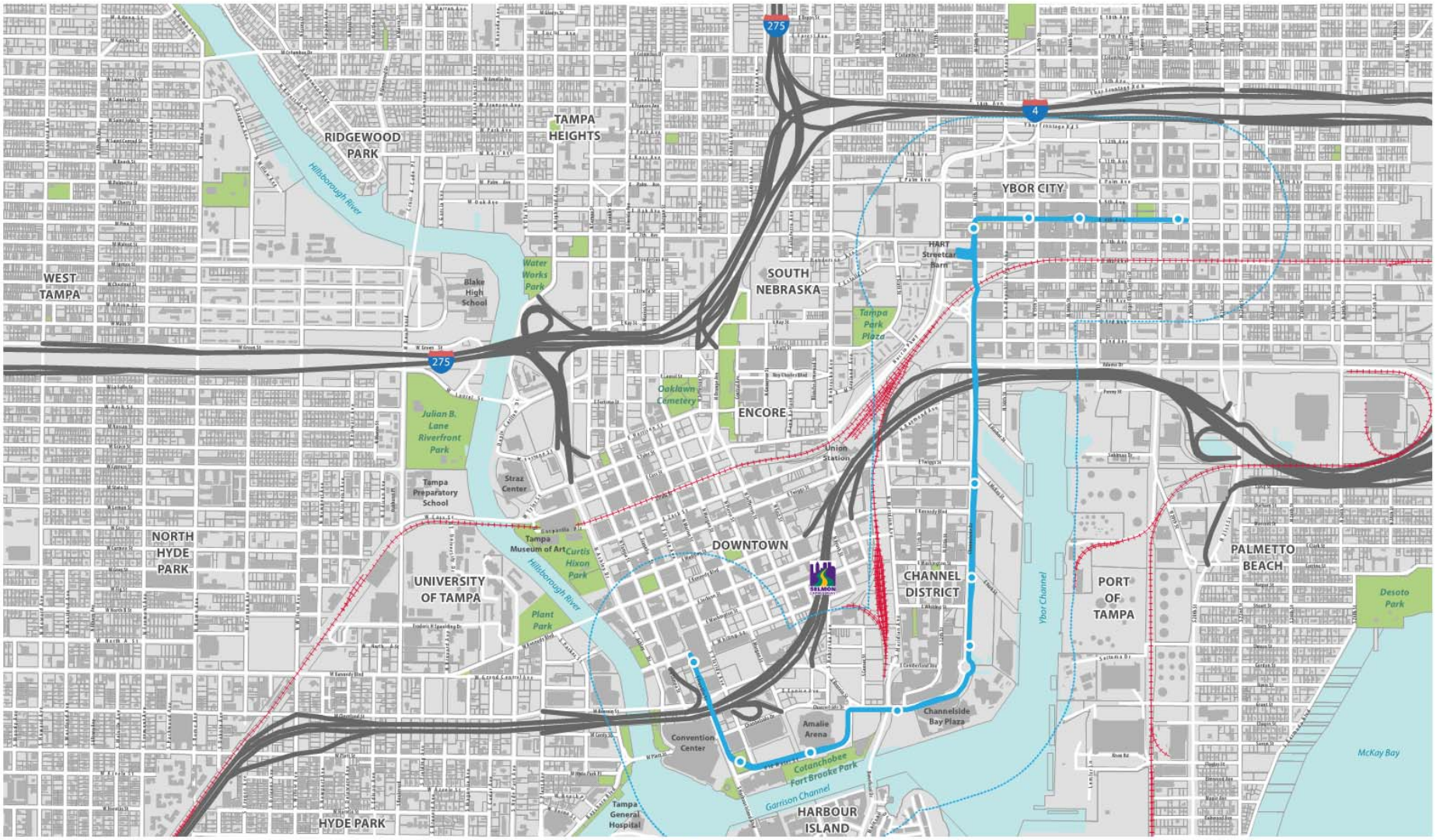
City of Tampa Florida

Concepts for the Future



Downtown Circulator

- **Connects housing, jobs, and shopping, and entertainment destinations**.
- Provides **a convenient alternative to driving** for downtown residents and workers.
- Service within the downtown, Ybor, and nearby neighborhoods would be frequent.
- Direct links to regional transit service.



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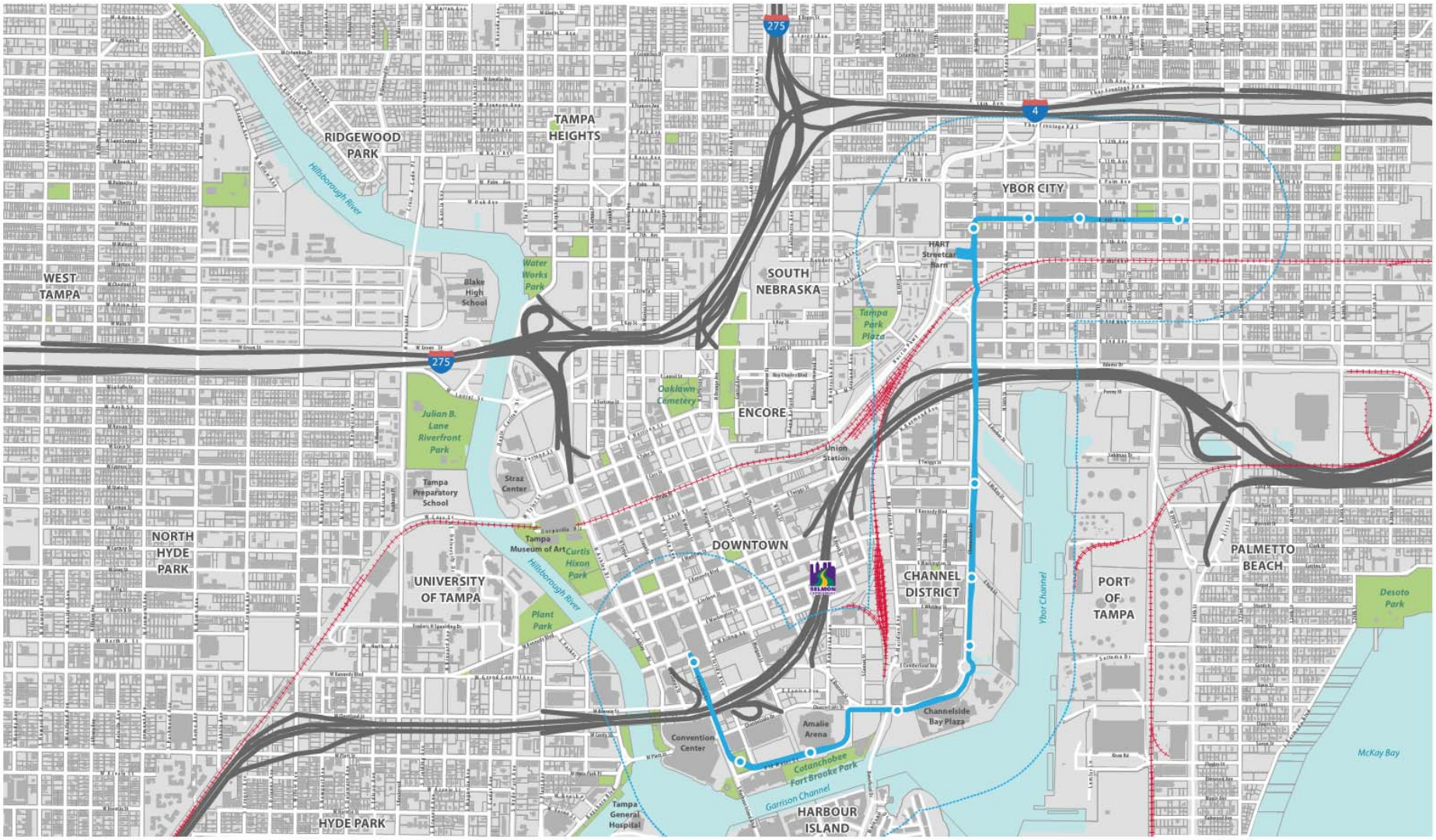
Venue Connector

- Directly link **cultural, entertainment, and tourist destinations** in Downtown, Ybor City, and nearby neighborhoods.
- Service focused on **serving visitors and event patrons**.
- Stops close to key venues and major parking resources.



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Subregional Link

- Designed to allow **future connections to activity centers in the City** such as Westshore and Tampa International Airport.
- Serves areas beyond Downtown, Ybor City, and nearby neighborhoods.
- Service would require fewer stops Downtown and faster travel speeds

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Open Dialogue

Steve Schukraft, HDR

City of Tampa Florida

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THANK YOU!

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